

**DRAFT PLAN OF DEVELOPMENT  
FOR  
PROPOSED ROAD TO MUSTANG  
INDUSTRIAL PARK  
WASHOE COUNTY, NV**

*Submitted to:*

**United States Department of the Interior  
Bureau of Land Management**

Sierra Front Field Office  
5665 Morgan Mill Road  
Carson City, NV 89701

*Prepared by:*

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*Submitted by:*

**Scannell Properties #249, LLC**

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*Revised December 17, 2015*

1       **Introduction:**

2  
3       Scannell Properties #249, LLC (Scannell), intends to develop a 113-acre  
4       parcel of privately owned land located in the Truckee River Canyon area of  
5       Washoe County, NV (the “Site”). The development will include up to  
6       approximately 907,000 square feet of light industrial buildings and will have a  
7       significant impact on the County tax base. Unfortunately, the Site is bordered  
8       to the south and east by the Truckee River, to the west by a Union Pacific Rail  
9       Road (UPRR) line and to the North by a small parcel of BLM land  
10      (“Adjoining BLM Land”). Additionally, the Site is accessed from Interstate 80  
11      via Mustang Road, a public road, which is also located on BLM land. This  
12      permit application requests a perpetual easement to provide a right-of-way  
13      access from Interstate 80 along Mustang Road and subsequently across the  
14      Adjoining BLM Land. A paved roadway is proposed to connect the Site to  
15      Mustang Road. No improvements are proposed to Mustang Road at this time,  
16      but a widened approach will be added to the west side at the intersection with  
17      proposed road.

18  
19      Other alternatives to access the landlocked Site have been investigated but are  
20      extremely costly, impractical, time consuming, and environmentally  
21      unfriendly. The alternatives, as discussed in detail below under part (j) of the  
22      “Purpose and Need for the Facility” section, require building a bridge either  
23      over the railroad tracks or over the river and constructing a roadway to  
24      connect the bridge to other public roads. The Adjoining BLM Land has  
25      already been disturbed and was used as a construction staging area during  
26      construction of an adjacent bridge across the Truckee River. The BLM land  
27      on which Mustang Road is located has also been disturbed and is currently  
28      used to provide access from Interstate 80 to Storey County.

29  
30      This Plan of Development (POD) intends to answer any questions or concerns  
31      related to this application for a perpetual right-of-way easement.

32  
33  
34      **Purpose and Need for the Facility:**

35  
36          a. what will be built:   Applicant intends to construct a two lane paved  
37          roadway, one lane in each direction divided by a median. Additionally,  
38          a multi-use path will be constructed parallel to the road along the river  
39          frontage and will eventually connect to a parcel owned by Washoe  
40          County that could potentially be developed as a park. The multi-use  
41          path will also eventually connect to the Tahoe-Pyramid Bikeway  
42          ([www.tpbikeway.org](http://www.tpbikeway.org)). Utilities, including an overhead power line  
43          extension on the south side of the proposed road, as depicted on Sheet

1 C3.6 of Attachment C, will also be located entirely within the right-of-  
2 way for the purpose of serving the development. The power line within  
3 the proposed right-of-way will include approximately 650 linear feet  
4 of new line and four power poles. A monument sign (meeting Washoe  
5 County design requirements) to identify the businesses at the Site will  
6 also be located within the requested right-of-way near the intersection  
7 of the proposed road and Mustang Road. No improvements are  
8 proposed for Mustang Road with the exception of a southbound right  
9 turn lane at the intersection of Mustang Road and the proposed access  
10 road.  
11

12 b. what is the use: The facilities will provide access for vehicles from  
13 Interstate 80 to the Site as well as access for bicyclists and pedestrians  
14 along the proposed access road. The proposed utilities will provide the  
15 ability for businesses in the proposed development to operate.  
16

17 c. what is the size: The proposed road right-of-way on the Adjoining  
18 BLM Land will include a two lane (one in each direction) roadway and  
19 will be 634 feet in length by 100 feet in width. The roadway will be 51  
20 feet wide from back-of-curb to back-of-curb, including a 7-foot wide  
21 median in the center. The multi-use path will be located along the south  
22 side of the entire length of the proposed road and will be 8 feet wide. The  
23 requested right-of-way along Mustang Road will extend from Interstate 80  
24 to the Truckee River and the Adjoining BLM Land. The Mustang Road  
25 right-of-way will be 2,300 feet in length by 50 feet in width.  
26

27 d. does the proposal involve new construction, reconstruction, or  
28 improvement of an existing road: The facilities requested involve new  
29 construction and use of an existing road. The new construction includes a  
30 divided roadway, turn lane, multi-use path, and utility extensions. The  
31 Adjoining BLM Land already has an approved right-of-way easement in  
32 the area of the proposed road and has already been disturbed and cleared  
33 by others, although some vegetation has grown back between the existing  
34 gravel access roads. Mustang Road also already has an approved 50-foot  
35 wide right-of-way easement providing access to Storey County (N-76896).  
36 In addition to the right-of-way easement granted by BLM, a portion of  
37 Mustang Road located in the NE ¼ of the NW ¼ of Section 15, T19N,  
38 R21E, M.D.B.&M., Washoe County, Nevada, contains a 50-foot wide  
39 easement deeded for public use, according to Document #388086 as  
40 shown on Washoe County Assessor's Map Number 084-17.  
41

42 e. is the use temporary or permanent: The use is permanent.  
43

44 f. is this ancillary to an existing right-of-way: This is ancillary to  
45 existing right-of-way covering Mustang Road and a 30-foot wide portion  
46 of the Adjoining BLM Land which is currently used to access the Site to

1 maintain existing wells and pumps which provide water to local  
2 businesses. This application establishes a new right-of-way access and  
3 expanded use. The current right-of-way permit (N-77824) on the  
4 Adjoining BLM Land will no longer be necessary; however, it is expected  
5 to remain active until it expires in 2023.

6  
7 g. type and volume of traffic that is anticipated: The proposed road is  
8 projected to support approximately 6,220 trips per day based on the  
9 proposed square footage of light industrial use. Typical vehicle types will  
10 range from automobiles, to delivery vans, to semi-truck traffic. A Traffic  
11 Study along with concurrence from NDOT is included as Attachment M.

12  
13 h. season of use: The facilities will be used year round.

14  
15 i. orientation and destination or the road: Mustang Road will remain in-  
16 place and is oriented in the northwest-southeast direction between  
17 Interstate 80 and the Truckee River. The proposed road will intersect  
18 Mustang Road and run north to south across the Adjoining BLM Land.

19  
20 j. alternative routes or locations, if proposed road not within designated  
21 corridor: Two alternative routes from Interstate 80 were considered to  
22 access the Site. The first route, "Alternative Route #1", includes use of the  
23 Mustang Exit north of the Site, to the Interstate 80 Frontage Road, east to  
24 Truckee Canyon Court, then south. This route is depicted on "Concept  
25 Master Plan Option #2", included in Attachment L, and would include the  
26 extension of Truckee Canyon Court to the south (currently a cul-de-sac)  
27 and the construction of a railroad overpass to access the Site. Alternative  
28 Route #1 would include the acquisition of private access easements, one of  
29 which would be from the current fee simple owner of the Site, as well as  
30 an easement from UPRR for the proposed overpass. Construction of this  
31 route would require approximately 90,000 cubic yards of imported  
32 material to construct the embankments, approximately 1,000 linear feet of  
33 new road, and a bridge to clear span the railroad right-of-way. Scannell  
34 has received correspondence supporting the reasonable foreseeability of  
35 this alternative route from landowners affected by the extension, including  
36 UPRR, Old Dominion Freight Line, and Hiatt Land & Development.

37  
38 Alternative Route #1 is a reasonably foreseeable alternative to the  
39 proposed route that would allow the industrial park development to  
40 proceed without a BLM right-of-way. However, in comparing these  
41 options, Alternative Route #1 would have more negative environmental  
42 impacts due to the fill material required, would be more complex from a  
43 construction perspective, and would be more costly due to the railroad  
44 overpass. If Alternative Route #1 were chosen, BLM could not modify  
45 these effects through agency decision-making because BLM would have no

jurisdiction over the alternative route, its design, or its construction nor any jurisdiction over the industrial park site construction or operation.

The second route considered, “Alternative Route #2”, includes use of the Lockwood Exit further west on Interstate 80, south across the Truckee River into Storey County, through the City of Lockwood, west to Peri Ranch Road, then north across the Truckee River to the Site. Alternative Route #2 would include approvals from several jurisdictions, including the City of Lockwood, Storey County, Washoe County, Nevada DOT, and the U.S. Army Corp of Engineers. Additionally, it would require private easements for the use of Peri Ranch Road. Construction of this route would require bridge improvements in the City of Lockwood to support the increased traffic, significant improvements to existing roads within Lockwood to improve safety, the widening of Peri Ranch Road which is currently 20 feet wide, approximately 300 feet of new road, and a 150 foot bridge over the Truckee River. The road and bridge improvements adjacent to and over the Truckee River would impact the floodplain and floodway.

Scannell has considered this alternate route, but has not initiated discussions with the respective parties due to the significant adverse impacts caused to the community and the environment. In comparing Alternative Route #2 to both Alternative Route #1 and the proposed route, this route would have significantly more negative environmental impacts due to the impacts to the floodplain and floodway, would involve complex construction methods, would impose safety hazards and nuisance traffic to area residents, would result in difficult emergency access to the Site, and would be more costly due to the extensive construction required for road improvements and a bridge over the Truckee River.

For reference only, these alternative routes are depicted on the Alternative Access Exhibit in Attachment L. Due to the UPRR and the Truckee River bordering all other sides of the Site, crossing the Adjoining BLM Land is the most practical means of access.

#### **Right-of-Way Location:**

a. legal description: The legal descriptions of the properties comprising the rights-of-way are as follows:

- Adjoining BLM Parcel
  - Part of Washoe County Parcel APN 084-172-18 (10.644 acres)
  - Township 19, Range 21, NE ¼ NW ¼ Section 15
  - The proposed right-of-way is legally described as:

1 A one-hundred (100) foot wide strip of land situated in the  
2 Northeast Quarter of the Northwest Quarter of Section 15,  
3 Township 19 North, Range 21 East, Mount Diablo Meridian, in  
4 Washoe County, Nevada, lying fifty (50) feet on either side of  
5 a centerline which is more particularly described as follows:  
6  
7 COMMENCING at a found brass cap stamped "Bureau of  
8 Land Management, 2003" at the southeast corner of the  
9 Northeast Quarter of the Northwest Quarter of said Section 15;  
10  
11 THENCE, North 89°00'46" West, a distance of 343.81 feet  
12 along the southerly boundary of the Northeast Quarter of the  
13 Northwest Quarter of said Section 15 to the POINT OF  
14 BEGINNING;  
15  
16 THENCE, North 00°55'36" East, a distance of 355.23 feet;  
17  
18 THENCE, a distance of 270.51 feet along the arc of a tangent  
19 curve to the right, having a radius of 415.00 feet, through a  
20 central angle of 37°20'49";  
21  
22 THENCE, North 38°16'25" East, a distance of 12.85 feet to the  
23 POINT OF TERMINATION.  
24  
25 The sidelines of said easement are to be lengthened or  
26 shortened so as to terminate upon the end lines.  
27  
28 Containing 1.47 acres of land, more or less.  
29  
30 BASIS OF BEARING:  
31 North was established with GPS observations using the Nevada  
32 State Plane Coordinate  
33 System (West Zone, NAD83).  
34  
35 • Mustang Road – SE Section  
36 ○ Part of Washoe County Parcels APN 084-172-18 (10.644  
37 acres) and APN 084-172-17 (21.811 acres)  
38 ○ Township 19, Range 21, N ½ NE ¼ NW ¼ Section 15  
39 ○ Existing road right-of-way is covered by existing recorded road  
40 easement doc. 388086 which is 50 feet in width and is legally  
41 described in two parts as follows:  
42  
43 A fifty (50) foot wide strip of land situated in the Northeast  
44 Quarter of the Northwest Quarter of Section 15, Township 19  
45 North, Range 21 East, Mount Diablo Meridian, in Washoe

County, Nevada, lying twenty-five (25) feet on either side of a centerline which is more particularly described as follows:

COMMENCING at a found brass cap stamped "Bureau of Land Management, 2003" at the northwest corner of the Northeast Quarter of the Northwest Quarter of said Section 15;

THENCE, South  $57^{\circ}25'07''$  East, a distance of 1135.40 feet to the POINT OF BEGINNING on the southeasterly edge of the Union Pacific Railroad right-of-way;

THENCE, South  $51^{\circ}43'35''$  East, a distance of 223.99 feet to the POINT OF TERMINATION.

The sidelines of said easement are to be lengthened or shortened so as to terminate upon the end lines.

Containing 0.26 acres of land, more or less.

AND

COMMENCING at a found brass cap stamped "Bureau of Land Management, 2003" at the northwest corner of the Northeast Quarter of the Northwest Quarter of said Section 15;

THENCE, South  $88^{\circ}50'11''$  East, a distance of 135.16 feet along the northerly boundary of the Northeast Quarter of the Northwest Quarter of said Section 15 to the POINT OF BEGINNING;

THENCE, a distance of 20.97 feet along the arc of a non-tangent curve to the right, having a radius of 300.00 feet, through a central angle of  $4^{\circ}00'16''$ , and a radial line to the beginning of said curve to the right bearing North  $52^{\circ}58'53''$  East;

THENCE, South  $33^{\circ}00'51''$  East, a distance of 165.92 feet;

THENCE, a distance of 303.44 feet along the arc of a tangent curve to the left, having a radius of 500.00 feet, through a central angle of  $34^{\circ}46'20''$ ;

THENCE, South  $67^{\circ}47'11''$  East, a distance of 281.50 feet;

1 THENCE, a distance of 139.08 feet along the arc of a tangent  
2 curve to the right, having a radius of 496.19 feet, through a  
3 central angle of 16°03'36";  
4

5 THENCE, South 51°43'35" East, a distance of 38.22 feet to the  
6 POINT OF TERMINATION on the northwesterly edge of the  
7 Union Pacific Railroad right-of-way;  
8

9 The sidelines of said easement are to be lengthened or  
10 shortened so as to terminate upon the end lines.  
11

12 Containing 1.09 acres of land, more or less.  
13

14 BASIS OF BEARING:

15 North was established with GPS observations using the Nevada  
16 State Plane Coordinate System (West Zone, NAD83).  
17

18 • Mustang Road – NW Section

- 19 ○ Part of Washoe County Parcel APN 084-172-05 (99.806 acres)
- 20 ○ Township 19, Range 21, S ½ S ½ SW ¼ Section 10
- 21 ○ The proposed right-of-way area is the same as provided to
- 22 Storey County under right-of-way grant serial number N-76896
- 23 and is legally described as:  
24

25 A fifty (50) foot wide strip of land situated in the South Half of  
26 the Southwest Quarter of Section 10, Township 19 North,  
27 Range 21 East, Mount Diablo Meridian, in Washoe  
28 County, Nevada, lying twenty-five (25) feet on either side of a  
29 centerline which is more particularly described as follows:  
30

31 COMMENCING at a found brass cap stamped "Bureau of  
32 Land Management, 2003" at the southwest corner of the  
33 Southeast Quarter of the Southwest Quarter of said Section  
34 10;  
35

36 THENCE, South 88°50'11" East, a distance of 135.16 feet  
37 along the southerly boundary of the Southeast Quarter of the  
38 Southwest Quarter of said Section 10 to the POINT OF  
39 BEGINNING;  
40

41 THENCE, a distance of 239.06 feet along the arc of a non-  
42 tangent curve to the left, having a radius of 300.00 feet,  
43 through a central angle of 45°39'29", and a radial line to  
44 the beginning of said curve to the left bearing North 52°58'53"  
45 East;  
46



1                   THENCE, North 82°40'36" West, a distance of 365.92 feet;

2  
3                   THENCE, a distance of 187.67 feet along the arc of a tangent  
4                   curve to the left, having a radius of 390.00 feet, through a  
5                   central angle of 27°34'14", to the POINT OF TERMINATION  
6                   on the southeasterly edge of the Interstate 80 right-of-way;

7  
8                   The sidelines of said easement are to be lengthened or  
9                   shortened so as to terminate upon the end lines.

10  
11                  Containing 0.92 acres of land, more or less.

12  
13                  BASIS OF BEARING:

14                  North was established with GPS observations using the Nevada  
15                  State Plane Coordinate System (West Zone, NAD83).

16  
17                  **b. maps tied to section corners and drawings:** Survey maps and aerial  
18                  photos of the location of the proposed facility tied to section corners are  
19                  shown in the attached maps and drawings.

20  
21                  **c. road cross sections, and plans and profiles:** Attached plans show  
22                  typical sections, cross sections, and the roadway profile.

23  
24  
25                  **Facility Design Features:**

26  
27                  **a. minimum and maximum engineering standards:** The facilities have  
28                  been designed to meet all current Washoe County Public Works  
29                  engineering requirements. All materials used and construction  
30                  practices will be monitored and will comply with Washoe County  
31                  RTC Orange Book engineering standards.

32  
33                  **1) construction standards of the road:** Design standards meet all  
34                  requirements for Washoe County Public Works.

35  
36                  **2) maximum grade and pitch of the road:** Maximum grade of  
37                  roadway is -2.23 % and maximum cross slope is -4.78%.

38  
39                  **3) requirements and location of drainage ditches, culverts,**  
40                  **bridges, and low-water crossings:** Stormwater runoff from the  
41                  proposed road will be collected in a stormwater system that will  
42                  convey runoff to a proposed detention basin on the Site. A  
43                  Drainage Study summarizing the stormwater basin design is  
44                  included as Attachment N.

1 4) if the road will be surfaced, what surfacing material will be  
2 used: The proposed roadway surface will be plantmix  
3 bituminous surface (PBS) meeting Washoe County requirements.  
4 Mustang Road is already paved with PBS.

5  
6 5) length and width of road: Proposed roadway length on the  
7 Adjoining BLM Land is 634 feet and width is 22 feet for each  
8 direction of travel.

9  
10 6) cut and fill diagrams: Cut and fill diagrams are shown in the  
11 attached plans sheets. The proposed area of disturbance along the  
12 west side of Mustang Road will be approximately 40 feet (average)  
13 by 220 feet. The proposed area of disturbance through the  
14 Adjoining BLM Parcel will be approximately 80 feet by 620 feet.  
15 The total area disturbance for the proposed improvements on BLM  
16 land will be approximately 1.34 acres.

17  
18 b. detailed engineering plans and specifications for major structures:

19 1) major culverts, bridges, retaining walls: The proposed  
20 roadway has been designed with curb and gutter on all sides which  
21 will direct runoff to the southwest. The attached grading plan  
22 sheets show these details. A proposed water quality basin, end  
23 section, and rip-rap outfall will be constructed outside the  
24 Adjoining BLM Land.

25  
26 c. temporary use areas needed: No temporary use areas are needed. All  
27 improvements will be constructed within the easement area  
28 described in this application and shown on the plan sheets.

29  
30 d. required design features: As required by the *Nevada and Northeastern*  
31 *California Sage-Grouse Approved RMP Amendment*, the proposed  
32 improvements within the proposed right-of-way have been  
33 designed with the following considerations for Greater Sage-  
34 Grouse (GRSG):

- 35
- 36 • The new road will be located outside any known habitat to the
  - 37 extent practical.
  - 38 • The proposed improvements will avoid delineated riparian areas.
  - 39 • Impacts and disturbance caused by the road design and
  - 40 construction will be minimized to the extent possible, including
  - 41 but not limited to maximum posted speed limits of 40 mph.
  - 42 • Dust will be minimized due to the roads being paved and turf
  - 43 establishment in the boulevards. During construction, dust will be
  - 44 abated during dry conditions as necessary by applying water.
  - 45 • A noxious weed management plan will be implemented before
  - 46 construction starts.

- Best Management Practices will be implemented to minimize erosion and sediment control during and after construction. Where practical, equipment will be loaded and unloaded on existing roads or in areas proposed for disturbance to minimize disturbance to existing vegetation and soils. Disturbed soils will be seeded to establish vegetation and mulch and erosion blanket will be utilized where necessary.
- Construction employees will be expected to avoid harassment and disturbance of wildlife and will not be allowed to bring pets on-site during construction.
- Vertical facilities, fences, and power poles will be limited to the extent possible to reduce predator perching.
- Stormwater management features such as basins and ditches will have gentle side slopes to allow wildlife to navigate entrance to and exit from such features.

#### **Additional Components:**

a. existing components on and off public land: Existing components on public land include Mustang Road and a gravel field road across the Adjoining BLM Land used for accessing the Site.

b. possible future components on and off public land: The Site will be developed for light industrial use, including two buildings totaling up to approximately 907,000 square feet in size. A monument sign identifying business located at the Site will be installed within the requested right-of-way easement near the intersection of the proposed road and Mustang Road. The sign will meet Washoe County design requirements.

c. is there a need for sand and gravel supplies from public land: No. All materials will be from private property, produced in commercial pits, or supplied by a licensed contractor in the State of Nevada.

d. location of equipment storage areas: During construction, some equipment may temporarily be stored within the footprint of the proposed easement. All other equipment will be stored off-site.

#### **Government Agencies Involved:**

a. are Corps of Engineers Section 404 permits needed: No. There will be no impact to the Truckee River and all work will be well outside and above the Truckee River channel. Furthermore, a wetland delineation for the Adjoining BLM Land was completed by Stantec Consulting Services, Inc. The report, *Waters of the United States Jurisdictional Determination*,

1 *Mustang Road Property, Washoe County, Nevada*, dated January 14,  
2 2015, identified a riparian community that exists along the Truckee River.  
3 The riparian community was delineated and it was determined that the  
4 proposed road will not impact the delineated area.

5  
6 *b. are State or local permits, easements, or dedications needed:* On  
7 April 15, 2015, the Washoe County Board of Adjustment granted approval  
8 of a Special Use Permit for mass grading of the Site and Adjoining BLM  
9 Land to accommodate an industrial development. A grading permit and  
10 building permit will be required from Washoe County. A Stormwater  
11 Discharge Permit for construction will be required from the Nevada  
12 Division of Environmental Protection. Drainage and utility easements will  
13 be required for development of the Site.

14  
15  
16 **Construction of facilities:**

17  
18 *a. construction (brief description)*

19 *1) major facilities (including vehicles and number of tons and*  
20 *loads):* Approximately 40 trips using either a semi belly dump  
21 truck, 10 wheel dump truck, transit mix, service vehicle, or flatbed  
22 delivery truck. Estimate of quantities:  
23

1	Embankment	1565.91	CY
2	Curb & Gutter	1409.32	LF
3	Median Curb & Gutter	1242.73	LF
4	Aggregate Base	933.33	CY
5	Asphalt Concrete	532.88	TON
6	Rock Mulch	745	CY
7	Filter Fabric	1175	SY
8	Multi-use Path	5072	SF
9	Utilities / OH Power	1	LS

24  
25 *2) ancillary facilities (including vehicles and number of tons and*  
26 *loads):* Approximately 15 trips using either a striping paint truck,  
27 service vehicle, or flatbed delivery truck. Estimate of quantities:  
28

10	Name/Stop Sign	1	EA
11	Relocate Guard Rail	1	LS
12	4" White Stripe	1395	LF
13	4" Yellow Stripe	1257	LF
14	"STOP" Legend	1	EA
15	Monument Signage	1	EA
16	Lighting/Electrical	1	LS

1  
2 3) methods of construction and types of equipment to be used on  
3 the road right-of-way: Cut areas will be excavated, embankment  
4 delivered, watered, compacted, and graded. Surface will receive  
5 base course, final grading, curb and gutter; surface will be paved  
6 with PBS, and compacted. Finally, pavement markings and signs  
7 will be installed. Expected equipment includes: Track excavator,  
8 water truck, dump trucks, compaction equipment, motor grader,  
9 asphalt paver, and steel wheel roller.

10  
11 b. work force (number of people and vehicles): Work force is expected  
12 to be a crew of 8 individuals including a combination of laborers, truck  
13 drivers, equipment operators, grade setter, and foreman. Equipment will  
14 be utilized only as needed during necessary phases of the work.

15  
16 c. flagging or staking or the right-of-way: Since traffic on Mustang  
17 Road is extremely light, no flaggers will be necessary or utilized except on  
18 paving days and during the construction of the southbound right turn lane  
19 on Mustang Road. During paving days, a flagger will be utilized to protect  
20 public traffic.

21  
22 d. clearing and grading: The portion of the proposed right-of-way on  
23 the Adjoining BLM Land parcel was previously cleared and used as a  
24 staging area of the construction of an adjacent bridge across the Truckee  
25 River. Some vegetation has grown back and exists within the proposed  
26 right-of-way. The limits of proposed disturbance will be cleared and  
27 grubbed as necessary to facilitate construction of the proposed road. Along  
28 the existing Mustang Road, some minor excavation will be necessary to tie  
29 the new roadway surfacing elevation and build the roadway structural  
30 section. 100% of the proposed improvements within the BLM ROW are in  
31 fill sections. All disturbed areas that will not include impervious surfaces  
32 will be established with native vegetation or grasses.

33  
34 e. facility construction data

35 1) description of construction process: Cut areas will be  
36 excavated; embankment delivered, watered, compacted, and  
37 graded. Surface will receive base course, final grading, curb and  
38 gutter; surface will be paved with PBS, and compacted. Finally,  
39 pavement markings and signs will be installed. Expected  
40 equipment includes: Track excavator, water truck, dump trucks,  
41 compaction equipment, motor grader, asphalt paver, and steel  
42 wheel roller.

43  
44 Construction of the new facilities will begin within 90 days of  
45 approval. The proposed road will be substantially completed  
46 within 180 days. Substantial completion shall include all work with

the exception of PBS preparation and placement which will take place prior to Washoe County issuing a Certificate of Occupancy for the Site or within 12 months of right-of-way grant approval, whichever is sooner.

f. access to and along right-of-way during construction: All access during construction will be from the Interstate 80 South Frontage Road and via Mustang Road. Construction of the proposed facilities will begin at Mustang Road and progress to the south.

g. contingency planning

1) holder contacts: The Owner's Representative from Scannell is Dan Salzer ([dans@scannellproperties.com](mailto:dans@scannellproperties.com) / 763-242-1595).

2) BLM contacts: The assigned BLM Project Manager is Shaina Shippen ([sshippen@blm.gov](mailto:sshippen@blm.gov) / 775-885-6000).

h. safety requirements: All Occupational Safety and Health Administration (OSHA), Manual of Uniform Traffic Control Devices (MUTCD), and Washoe County safety standards will be followed during construction.

i. industrial wastes and toxic substances: A site review has been performed of the area. No material which appears to be hazardous material exists on the site. If during excavation hazardous material is encountered it will be disposed outside the right-of-way according to federal, state, and local laws pertaining to the material discovered. All construction equipment will be inspected prior to arrival to the site to ensure there are no leaks, soil accumulation, or noxious weeds on the equipment. If a spill occurs during construction, all contaminated material will be disposed of according to federal, state, and local laws. All efforts will be made to ensure no fuel oils leak or are washed off the construction equipment.

j. seasonal restrictions on various activities: Work will be performed during above freezing ambient and surface temperatures. PBS and pavement markings will be placed during dry and warm weather and in a timely manner so as not to be impacted by building construction traffic going to and from the Site.

**Resource Values and Environmental Concerns:**

*a. address at level commensurate with anticipated impacts*

1) location with regard to existing corridors: This Adjoining BLM parcel is located 0.4 miles from Mustang Interchange which has direct access to Interstate 80, a major commercial thoroughfare. This permit will provide access to 113 acres of

private land which be developed to include two light industrial buildings. The Site provides excellent access to public traffic, trucking routes, and potential access to rail. The commensurate positive effects include an opportunity for economic growth, potential new construction jobs, potential warehouse or light industrial job creation, all resulting in an increase in federal, state, and local taxes. Development of the Site is expected to attract over \$70 million in private investment upon completion.

*b. anticipated conflicts with resources or public health and safety:* There are no anticipated conflicts with public health or safety. There are no known resources on this BLM property. If any resources are discovered during construction BLM will be notified. If at any time public health or safety is threatened, Scannell will take appropriate and necessary action according to federal, state, and local laws.

*1) air, noise, geologic hazards, mineral and energy resources, paleontological resources, soils, water, vegetation, wildlife, threatened and endangered species, cultural resources, visual resources, BLM projects, recreation activities, wilderness, etc.:* There are no known conflicts or anticipated concerns with air, noise, geologic hazards, mineral and energy resources, paleontological resources, soils, water, vegetation, wildlife, threatened and endangered species, cultural resources, visual resources, BLM projects, recreation activities, or wilderness. If conflicts are encountered during construction BLM and responsible federal, state, and local agencies will be notified. Scannell will take all appropriate and necessary action according to federal, state, and local laws to resolve the conflict, protect the public or environment from the hazard or preserve the resource.

With respect to soils, water, and vegetation, disturbance caused by the project will be managed under a National Pollution Discharge Elimination System (NPDES) Construction Stormwater Permit which requires erosion and sediment control through Best Management Practices (BMPs). The following requirements regarding erosion and sediment control will be included on the construction plan set:

1. THE OWNER, SITE DEVELOPER, CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL EACH DAY REMOVE ALL SEDIMENT, MUD, CONSTRUCTION DEBRIS, OR OTHER POTENTIAL POLLUTANTS THAT MAY HAVE BEEN DISCHARGED TO, OR ACCUMULATE IN, THE PUBLIC RIGHT OF WAYS OF WASHOE COUNTY AS A RESULT OF CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS SITE DEVELOPMENT OR

1 CONSTRUCTION PROJECT. SUCH MATERIALS SHALL BE  
2 PREVENTED FROM ENTERING THE STORM SEWER SYSTEM.  
3

4 2. ADDITIONAL CONSTRUCTION SITE DISCHARGE BEST  
5 MANAGEMENT PRACTICES MAY BE REQUIRED OF THE OWNER  
6 AND HIS OR HER AGENTS DUE TO UNFORESEEN EROSION  
7 PROBLEMS OR IF THE SUBMITTED PLAN DOES NOT MEET THE  
8 PERFORMANCE STANDARDS SPECIFIED IN WASHOE COUNTY  
9 ORDINANCE NO. 1223 AND THE TRUCKEE MEADOWS  
10 CONSTRUCTION SITE BEST MANAGEMENT PRACTICES  
11 HANDBOOK.  
12

13 3. TEMPORARY OR PERMANENT STABILIZATION  
14 PRACTICES WILL BE INSTALLED ON DISTURBED AREAS AS  
15 SOON AS PRACTICABLE AND NO LATER THAN 14 DAYS AFTER  
16 THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE  
17 HAS TEMPORARILY OR PERMANENTLY CEASED. SOME  
18 EXCEPTIONS MAY APPLY; REFER TO STORMWATER GENERAL  
19 PERMIT NVR 100000, SECTION 1 B.1.b.(2).  
20

21 4. AT A MINIMUM, THE CONTRACTOR OR HIS AGENT  
22 SHALL INSPECT ALL DISTURBED AREAS, AREAS USED FOR  
23 STORAGE OF MATERIALS AND EQUIPMENT THAT ARE  
24 EXPOSED TO PRECIPITATION, VEHICLE ENTRANCE AND EXIT  
25 LOCATIONS AND ALL BMPS WEEKLY, PRIOR TO A  
26 FORECASTED RAIN EVENT AND WITHIN 24 HOURS AFTER ANY  
27 ACTUAL RAIN EVENT. THE CONTRACTOR OR HIS AGENT  
28 SHALL UPDATE OR MODIFY THE STORMWATER POLLUTION  
29 PREVENTION PLAN AS NECESSARY. SOME EXCEPTIONS TO  
30 WEEKLY INSPECTION MAY APPLY, SUCH AS FROZEN GROUND  
31 CONDITIONS OR SUSPENSION OF LAND DISTURBANCE  
32 ACTIVITIES. REFER TO STORMWATER GENERAL PERMIT NVR  
33 100000, SECTION 1 B.1.g.  
34

35 5. ACCUMULATED SEDIMENT IN BMPS SHALL BE  
36 REMOVED WITHIN SEVEN DAYS AFTER A STORMWATER  
37 RUNOFF EVENT OR PRIOR TO THE NEXT ANTICIPATED STORM  
38 EVENT WHICHEVER IS EARLIER. SEDIMENT MUST BE  
39 REMOVED WHEN BMP DESIGN CAPACITY HAS BEEN REDUCED  
40 BY 50 PERCENT OR MORE.

41 The following requirements regarding revegetation will be included on the  
42 construction plan set:  
43

44 1. SEED MIX TO BE SITE SPECIFIC CUSTOM BLEND OF  
45 NATIVE SHURBS, GRASSES AND WILDFLOWERS TYPICAL OF  
46 THE TRUCKEE RIVER CANYON. FINAL SEED MIX TO BE



1 DETERMINED IN FINAL DESIGN IN CONJUNCTION WITH  
2 COMSTOCK SEED CO. AND WASHOE/STOREY COUNTY  
3 CONSERVATION DISTRICT.  
4

5 2. STOCKPILED STRIPINGS/TOPSOIL IS TO BE PLACED PER  
6 CIVIL ENGINEER'S DRAWINGS. SOIL SHALL BE REGRADED  
7 SMOOTH AND ANY DEBRIS REMOVED. IF EXISTING AREAS  
8 ARE COMPACTED, THE EXISTING SOIL SHALL BE SCARIFIED  
9 TO A MIN. DEPTH OF 4" AND RAKED SMOOTH PRIOR TO  
10 SEEDING.  
11

12 3. FERTILIZE AT THE RATE OF 10 LBS PER 1000 SF WITH  
13 16-20-20 FERTILIZER OR PER SOIL ANALYSIS PRIOR TO  
14 APPLYING AND RAKING IN THE SEED.  
15

16 4. SEEDED APPLICATION PROCEDURES:

- 17 a. ALL SEEDED AREAS SHOULD BE UNIFORMLY  
18 BROADCAST AND LIGHTLY COVERED BY RAKING OR  
19 DRAGGING.
- 20 b. ALL SEED SHALL BE GUARANTEED A MIN. OF 90%  
21 PURE LIVE SEED (PLS).
- 22 c. THE DESIGNATED SEEDED AREAS SHALL BE  
23 SPRAYED WITH A TACKIFIER AFTER SEED HAS BEEN  
24 BROADCAST AND RAKED. THE TACKIFIER SHALL BE  
25 A M-BINDER APPLIED @ THE RATE OF 200 LBS PER  
26 ACRE.
- 27 d. ALL SEEDED AREAS SHALL BE APPLIED WITH  
28 ECOAEGIS BONDED FIBER MATRIX OR EQUAL FOR  
29 EROSION CONTROL. ECOEAGIS SHALL BE  
30 HYDRAULICALLY APPLIED PER THE  
31 MANUFACTURER'S DIRECTION AT THE RATE OF 2000  
32 LBS/AC. THE BONDED FIBER MATRIX SHALL BE  
33 INSTALLED THE SAME DAY AS SEEDING TO  
34 PREVENT WIND EROSION OF THE SEED AND SOILS.  
35

36 5. THE REVEGETATION AREAS SHALL BE SEEDED IN  
37 LATE FALL AFTER NOV. 1 OR IN EARLY SPRING PRIOR TO  
38 MARCH 1 IF CONSTRUCTION SCHEDULE ALLOWS TO AVOID  
39 SUPPLEMENTAL IRRIGATION. SUPPLEMENTAL IRRIGATION, IF  
40 REQUIRED, SHALL BE SUPPLIED PER THE FOLLOWING NOTES:  
41 a. THE LANDSCAPE CONTRACTOR SHALL SUBMIT SHOP  
42 DRAWINGS OF TEMPORARY IRRIGATION SYSTEM  
43 FOR APPROVAL BY LANDSCAPE ARCHITECT (2) TWO  
44 WEEKS PRIOR TO INSTALLATION.  
45 b. SUPPLEMENT IRRIGATION TO ALL SEEDED AREAS  
46 SHALL BE SUPPLIED DAILY DURING GERMINATION.

1 THE MULCH SHALL BE KEPT MOIST UNTIL THE  
2 PLANT MATERIAL HAS GERMINATED. FOLLOWING  
3 GERMINATION THE SEEDLINGS WILL REQUIRE  
4 IRRIGATION ONCE A DAY FOR ONE MONTH UNTIL  
5 WELL ESTABLISHED. (THIS TIME FRAME MAY VARY  
6 DEPENDENT UPON THE WEATHER.) SUPPLEMENTAL  
7 IRRIGATION SHALL BE SUPPLIED FOR TWO  
8 GROWING SEASONS.

9  
10 6. REVEGETATED AREAS SHALL BE ACCEPTABLE IF THEY  
11 EXHIBIT A MINIMUM OF 90% COVERAGE BY AT LEAST THREE  
12 DIFFERENT SPECIES WITHIN 3 MONTHS OF PLANTING.

13  
14 7. ALL TREES AND SHRUBS SHALL BE PROTECTED  
15 DURING CONSTRUCTION OUTSIDE THE EXTENTS OF GRADING  
16 PER CIVIL FINAL PERMIT GRADING PLAN.

17  
18  
19 **Stabilization and Rehabilitation:**

20  
21 a. soil replacement and stabilization: The existing soil has been tested  
22 and no stabilization is required in order to support a roadway. The existing  
23 soil and soil to be imported is of suitable quality to construct a roadbed.

24  
25 b. disposal of vegetation removed during construction (i.e., trees, shrubs,  
26 etc.): The site is currently highly disturbed and no notable vegetation  
27 exists. All existing vegetation of significance, including one large tree and  
28 thick brush along the river will remain undisturbed.

29  
30 c. seeding specifications: Landscape fabric covered by rock mulch will  
31 be used in the planter and median areas in lieu of seeding. See  
32 revegetation notes above for other disturbed areas intended for green  
33 space.

34  
35 d. Fertilizer: Since the areas will be landscaped with rock mulch no soil  
36 amendments will be needed.

37  
38 e. limiting access to right-of-way: Access will not be limited and is  
39 available to the public. Currently the public uses Mustang Road and drives  
40 across the Adjoining BLM Land to access popular fishing spots along the  
41 Truckee River. The proposed roadway will further facilitate access to  
42 those areas and reduce soil tracked out onto Mustang Road.

43  
44  
45 **Operation and Maintenance:**

1 a. minimum maintenance and maintenance schedule: Once development  
2 of the Site is complete, Scannell or its assignees and representatives will  
3 maintain the facilities to county standards for continued public use.  
4

5 b. placement of control, warning, and directional traffic signs: A street  
6 name sign, tenant signage, stop sign, and stop bar will be placed where  
7 the roadway connects to the public roadway at Mustang Road. During  
8 construction warning signs and requirements of Washoe County and the  
9 MUTCD manual will be met for public safety and construction traffic.  
10

11 c. maintenance of special needs such as snow removal, seasonal closure,  
12 and controlled access: Maintenance is anticipated until development of  
13 the private property commences. Once development has begun the  
14 roadway will be maintained by the developer.  
15

16 d. safety: All OSHA and MUTCD safety standards will be followed  
17 during construction. Construction will be performed by a Nevada licensed  
18 contractor.  
19

20 e. industrial wastes and toxic substances: A site review of the area has  
21 been performed. No material which appears to be hazardous exists on the  
22 site. If during excavation hazardous material is encountered it will be  
23 disposed of outside the right-of-way according to federal, state, and local  
24 laws pertaining to the material discovered. All construction equipment will  
25 be inspected prior to arrival to the site to ensure there are no leaks, soil  
26 accumulation, or noxious weeds on the equipment. If a spill occurs during  
27 construction, all contaminated material will be disposed of according to  
28 federal, state, and local laws. All efforts will be made to ensure no fuel  
29 oils leak or are washed off equipment. The Nevada licensed contractor  
30 will take all necessary efforts to protect the environment.  
31

32 Following construction and during ongoing operation of the road, all local,  
33 state, and federal laws will be followed with respect to industrial wastes  
34 and toxic substances. In the event of a spill or leak, the following agencies  
35 (among others) may be contacted as necessary:  
36

- 37 • For Emergencies, Call 911
- 38 • Truckee Meadows Fire Protection District (775) 326-6000
- 39 • Washoe County District Health Department (775) 328-2400
- 40 • Nevada Division of Emergency Management (775) 687-0300
- 41 • Nevada Division of Environmental Protection (775) 687-4670
- 42 • Federal Emergency Management Agency (800) 621-3362
- 43 • U.S. Environmental Protection Agency, National Response  
44 Center (800) 424-8802

45 f. inspection and maintenance schedules: Inspection of the construction  
46 of the facility will be performed by Washoe County inspectors or a local

1 engineering firm to assure all construction meets Washoe County  
2 standards and all federal, state and local laws and requirements.  
3 Maintenance will be performed by Scannell or their agent on an as needed  
4 basis or per the maintenance agreement with Washoe County once the  
5 road has been turned over to the County.  
6

7 g. work schedules: Once the BLM and all other local agency permits are  
8 secured, construction will begin within 90 days, weather permitting. It is  
9 anticipated work will be substantially complete within the following 180  
10 calendar days. BLM will be notified when work is complete and provided  
11 an opportunity to inspect the facility. The facility is expected to be fully  
12 constructed one year from the approval of this permit.  
13

14 h. fire control: All construction will be performed by a Nevada licensed  
15 general engineering contractor who will apply their company safety  
16 standards. The limited vegetation on this site will be cleared and no  
17 vegetation or fuel will be available to pose a fire hazard. The construction  
18 contractor will take all reasonable precautions to prevent fire. Any  
19 abrasive or flame cutting of steel will be monitored by a helper not  
20 performing the work with a fire extinguisher to ensure any potential  
21 flames are extinguished. Smoking will only be allowed in designated  
22 smoking areas. No work will be performed during high winds or on days  
23 designated as red flag warning days.  
24

25 i. inspections: Construction inspection will be performed by a Nevada  
26 licensed engineer, Washoe County inspector, and/or by a BLM  
27 representative. All Washoe County RTC Orange Book specifications and  
28 requirements will be met during construction.  
29

30 j. contingency planning: if any unexpected material, weather, flooding,  
31 fire, road closures, cultural resources or environmental concerns are  
32 discovered during construction, work will cease; BLM and the appropriate  
33 public authority will be notified of the finding. Scannell will assure all  
34 local, state, and federal laws and requirements are met.  
35  
36

### 37 **Termination and Restoration:**

38

39 a. determine if the road will be totally obliterated: The roadway will  
40 remain in place in perpetuity.  
41

42 b. what structures will be left in place or removed: All structures will  
43 remain in place during the useful life of the facility and will be maintained  
44 and/or replaced as necessary unless the grantee chooses to terminate the  
45 easement, at which time the facilities will be completely removed

1 including the roadway, curb and gutter, embankment and the land returned  
2 to its original condition.

3

4 c. stabilization and re-vegetation of disturbed area: The area has  
5 already been disturbed and is without substantial vegetation. If the facility  
6 is removed at the expiration of the permit, vegetation that resembles the  
7 surrounding area at the time of restoration will be re-established.